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Agenda item 46
Global road safety crisis

Russian Federation: draft resolution

Improving global road safety

The General Assembly,

Recalling its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003, 58/289 of 14 April 2004, 60/5 of 26 October 2005 and 62/244 of 31 March 2008 on improving global road safety,

Having considered the note by the Secretary-General transmitting the report on improving global road safety and the recommendations contained therein,[1]

Recognizing the tremendous global burden of mortality resulting from road traffic crashes, as well as the twenty to fifty million people who incur each year non-fatal road traffic injuries, many of whom are left with lifelong disabilities,

Noting that this major but neglected public health problem has a broad range of social and economic consequences which, if unaddressed, will constrain the ability of Member States to fully attain the Millennium Development Goals,

Underlining the importance for Member States to continue using the *World Report on Road Traffic Injury Prevention* as a framework for road safety efforts and implementing its recommendations by paying particular attention to five of the main risk factors identified, namely, the non-use of safety belts and child restraints, the non-use of helmets, drinking and driving, in appropriate and excessive speed and the lack of appropriate infrastructure, and by strengthening road safety management and paying particular attention also to the needs of vulnerable road users, such as pedestrians, cyclists and motorcyclists, and users of unsafe public transport, and improving post-crash care for victims of road crashes,

Commending the World Health Organization for its role in implementing the mandate conferred upon it by the General Assembly to work with the United Nations regional commissions to coordinate road safety issues within the United Nations system, and the progress of the United Nations Road Safety Collaboration

[1] A/64/266.

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as a coordination mechanism whose members provide Governments and civil society with good practice guidelines to support action to tackle the major road safety risk factors and support their implementation,

Recognizing the work of the United Nations regional commissions and their subsidiary bodies in increasing their road safety activities and advocating increased political commitment to road safety,

Noting the important role of the World Bank Global Road Safety Facility as a funding mechanism to support capacity-building and provide technical support for road safety and as a means to increase the resources needed to address road safety in low-income and middle-income countries, acknowledging the increase in funding to support national, regional and global road safety work, and welcoming, in particular, the financial assistance given by Bloomberg Philanthropies and the FIA Foundation for the Automobile and Society,

Taking note of the report of the Commission for Global Road Safety, *Make Roads Safe: A New Priority for Sustainable Development*, which links road safety with sustainable development and calls for a decade of action on road safety, and the "Make Roads Safe" campaign as a global tool for increasing awareness and advocating increased funding for road safety,

Recognizing the publication of the World Health Organization, *Global Status Report on Road Safety*, which provides the first assessment of the road safety situation at a global level and highlights that half of all road traffic deaths are among vulnerable road users, as well as the relatively low proportion of the countries in the world that have comprehensive legislation on key road safety risk factors,

Welcoming a number of other important international efforts on road safety, including the report of the International Transport Forum and the Organization for Economic Cooperation and Development entitled *Towards zero: Ambitious Road Safety Targets and the Safe System Approach*, and the project implemented by the United Nations regional commissions, on the theme "Improving global road safety: setting regional and national road traffic casualty reduction targets",

Welcoming also the joint statement from the World Bank and the six leading multilateral development banks, namely, the African Development Bank, the Asian Development Bank, the European Bank for Reconstruction and Development, the European Investment Bank, the Inter-American Development Bank and the Islamic Development Bank, to cooperate on increasing the road safety component of their infrastructure programmes through better coordination of their investments and through the application of safety audits and assessments of road infrastructure projects,

Expressing its concern at the continued increase in road traffic fatalities and injuries worldwide, in particular in low-income and middle-income countries,

Reaffirming the need for the further strengthening of international cooperation and knowledge-sharing in road safety, taking into account the needs of low-income and middle-income countries,

Recognizing the role of research in informing policy-based decisions on road safety and in monitoring and evaluating the effect of interventions, as well as the

need for more research to address the emerging issue of driver distraction as a risk factor for road traffic crashes,

Taking note of all national and regional initiatives to raise awareness of road safety issues,

Acknowledging the leading role of Oman in drawing the attention of the international community to the global road safety crisis,

Commending the Government of the Russian Federation for hosting the First Global Ministerial Conference on Road Safety: Time for Action, held in Moscow in November 2009, which brought together delegations of ministers and representatives dealing with transport, health, education, safety and related traffic law enforcement issues and which culminated in a declaration calling for a decade of action for road safety,

1. *Welcomes* the declaration adopted at the First Global Ministerial Conference on Road Safety: Time for Action, held in Moscow, on 19 and 20 November 2009;[2]

2. *Proclaims* the period 2011-2020 as the Decade of Action for Road Safety, with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels;

3. *Requests* the World Health Organization, in consultation with the United Nations Road Safety Collaboration and other stakeholders, to finalize the Plan of Action of the Decade as a guiding document to support the implementation of its objectives;

4. *Reaffirms* the importance of addressing global road safety issues and the need for the further strengthening of international cooperation, taking into account the needs of low-income and middle-income countries by building capacities in the field of road safety and providing financial and technical support for their efforts;

5. *Calls upon* Member States to implement road safety activities, particularly in the areas of road safety management, road infrastructure, vehicle safety, road user behaviour, road safety education and post-crash care, including rehabilitation for people with disabilities, based on the Plan of Action;

6. *Invites* all Member States, particularly low-income and middle-income countries to set their own national road traffic casualty reduction targets to be achieved by the end of the Decade, in line with the Plan of Action;

7. *Invites* Governments to take a leading role in implementing the activities of the Decade, while fostering a multisectoral collaboration of efforts that includes the private sector, non-governmental organizations and civil society, including victims' organizations and youth organizations, and the media;

8. *Invites* Member States, international organizations, development banks and funding agencies, foundations and private sector companies to provide adequate resources and consider increasing funding allocated to activities relating to the Decade;

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[2] A/64/540, annex.

9. *Requests* the United Nations Road Safety Collaboration to serve as the international coordination mechanism for the implementation of activities relating to the Decade, including the human and financial resources necessary to effectively execute that role;

10. *Invites* the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Global Road Safety Collaboration, to organize the second United Nations Global Road Safety Week to launch the Decade;

11. *Calls for* the inclusion of activities to pay attention to the needs of all road users within the Plan of Action of the Decade, in particular the needs of pedestrians, cyclists and other vulnerable road users in low-income and middle-income countries, through support for appropriate legislation and policy, infrastructure and increasing means of sustainable transport;

12. *Also calls for* joint multisectoral action to increase the proportion of countries with comprehensive legislation on five key risk factors for road traffic injuries, including seat-belt and child restraint and helmet use, drink driving and speed, from the 15 per cent identified in the 2009 *Global Status Report on Road Safety* to over 50 per cent by the end of the Decade, and encourages Member States to strengthen their enforcement of existing road safety legislation of these risk factors;

13. *Encourages* Member States to continue to strengthen their commitment to road safety, including by observing the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year;

14. *Also encourages* Member States to adhere to international conventions on road safety, as well as the Convention on the Rights of Persons with Disabilities;[3]

15. *Invites* the United Nations Road Safety Collaboration to regularly monitor global progress towards meeting the targets identified in the Plan of Action, by developing global status reports on road safety and other appropriate monitoring tools;

16. *Invites* Member States and the international community to integrate road safety into other important and relevant international agendas, such as those on development, environment and urbanization;

17. *Decides* to conduct midterm and final review conferences of progress achieved over the Decade;

18. *Also decides* to include in the provisional agenda of its sixty-sixth session the item entitled "Global road safety crisis", and requests the Secretary-General to report to the General Assembly at that session on the progress made in the attainment of the objectives of the Decade of Action.

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[3] Resolution 61/106, annex I.